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# 巴黎克里希·巴蒂涅奥勒街区：内城更新的成功案例 Clichy-Batignolles, Paris: A Case of Successful Inner-city Regeneration

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## 记忆与再生

栏目主持：米凯利·博尼诺，皮埃尔-阿兰·克罗塞特

本专栏的第三篇文章讨论的是内城火车站区域的更新设计。针对巴黎圣拉扎尔车站改造这一精彩案例的分析来自于朱利奥·维蒂尼，他是一位在中国和巴黎从业的建筑师、城市规划师。这个新近完成的项目在不同层面都拥有很高的品质：它是一次通过征询公众意见来进行规划的创新试验，是围绕一个优美公园组织的新型混合功能街区，还拥有通过公开竞标建成的一系列有趣的当代建筑。老铁路的记忆被重新演绎为城市中的重要连接体，巴黎市也又一次展现了它难能可贵的自我更新的能力。

### Memory and Regeneration

*Column Editors: Michele Bonino, Pierre-Alain Croset*

*The third issue of the column deals with the regeneration of inner-city rail station areas. The successful case of Gare Saint-Lazare in Paris is analyzed by Giulio Verдини, an architect and urban planner based in China and Paris. The quality of this recent project is evident at different levels: as an innovative experiment of planning with public consultation, as a new mixed-used neighbourhood organized around a beautiful park, as a collection of interesting contemporary buildings promoted through open architecture competitions. The memory of the old rails has been interpreted as an occasion for creating significant urban connections, and the city of Paris demonstrated again and again its rare capacity to regenerate itself. □*



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1 鸟瞰/Aerial view ( 图片版权/Copyright: ©Vectuel - Studiosezz PBA )

2 更新前的铁路区域/The railway area before the regeneration ( 图片版权/Copyright: ©Philippe Guignard - Air Images )

3 新城市枢纽: 克里希-巴蒂涅奥勒街区与城市交通/A new urban hub: Clichy-Batignolles and the city mobility ( 图片版权/Copyright: ©Marie de Paris )



内城火车站区域的更新历来不是件轻松的工作，这在 1990 年代以来诸多的欧洲城市中都已经得到印证。伦敦的国王十字车站和柏林的中央火车站区域都是著名的更新案例，此外还有鹿特丹和斯图加特中央火车站这些争议性的案例，它们都表明了这个更新过程有多么复杂而难料。其原因包括众多相互角力的私人及公众影响、改造带来的未知花费及收益，以及市民群体在其中扮演的越来越重要的角色。这个位于巴黎 17 区的克里希·巴蒂涅奥勒开发区更新项目同样如此。不过，随着项目的建造渐入佳境，我们愈发可以看出，它很可能会成为欧洲内城最成功的更新案例之一。这篇简要介绍的目的就是勾勒出这一成功案例背后的构思和动机，以展现这个理应矛盾重重而得到未充分利用的地段如何成为让巴黎西北区改头换面的良机。

更新项目所影响的区域原先属于圣拉扎尔火车站，位于巴蒂涅奥勒的奥斯曼式城市肌理和巴黎的城市环路之间。它原为物流仓储用地，后逐渐被废弃。对于该区域的改造兴趣最初始于申报 2012 年

奥运会的准备期，当时该区域被规划为奥运村的所在地。然而，随着 2005 年奥运会主办权落户伦敦，负责这一区域规划的团队（包括规划师弗朗索瓦·格雷特尔、景观设计师杰奎琳·奥斯蒂、OGI 工程咨询公司）被要求提出一个新的方案，将其改造为 54hm<sup>2</sup> 的混合功能街区，可容纳 3400 户家庭（其中必须包括 50% 的社会住宅以及 10hm<sup>2</sup> 的公共绿地）。从一开始，该项目的构思就是对贝特朗·德拉诺埃市长提出的大型城市项目新型公众参与机制的一次实验，而实际上，公众的意见在这一项目中是决定性的。其中，当地市民最关心的问题之一是基础设施的短缺，尤其是巴黎 13 号线地铁的拥挤问题。在激烈讨论之后，市政府同意在 2009 年项目完成后，就将 14 号线地铁延长至此以疏解交通压力，为预计住在这里的 6500 名居民提供便利。

除了采用这一城市规划方法之外，很多其他因素也积极促成了克里希·巴蒂涅奥勒项目的成功。最近完成的“马丁·路德·金”公园为该区域带来了新的向心性，它利用老铁路的遗址为整个街区创

造了一个步行连接的枢纽。景观的介入提升了整个区域的居住质量，如今公园也已充分为人们的体育活动和休闲生活所使用。通过保留部分旧铁路结构，并赋予一些历史场所以新的功能，这个项目认可并保留了这片区域的记忆。例如，1842 年的关税城墙遗址，还有 1898 年加尼埃设计的巴黎歌剧院装潢百货——它后来被改造为剧院，如今是巴黎歌剧院的分剧场之一。整个开发进程（依然在进行中）被分成几个截然不同的建造阶段，包括住宅和服务业功能。公开竞标确保其拥有多样化的当代建筑风貌。最终并且极为重要的是，巴黎最高法院新址这个体量庞大的项目由伦佐·皮亚诺建筑事务所赢得竞标。这座建筑（高 160m、共 38 层，预计在 2017 年完成）将会构成整个开发区域的北部边界，并将成为沿着巴黎城市环路的当代新地标。在公园中散步时，人们不仅可以感受正在拔地而起的全新当代建筑，同时也能体验作为背景的奥斯曼式老巴黎，再一次展现了这座城市如何在不断超越过去的前提下超越自我。□



4 城市更新项目概念规划：公园路径作为现存街道和对角线大街连接巴蒂涅奥勒广场与克里希门/Conceptual plan of the regeneration project: the park's paths act as extension of existing streets and a large diagonal lane connects Square des Batignolles to Porte de Clichy (图片版权/Copyright: ©Marie de Paris)  
(1-4 图片来源/Resource: Marie de Paris (2015), Clichy-Batignolles. Paris N/W 2015. Available at: <http://www.clichy-batignolles.fr/english>)

5 新马丁·路德·金公园：南侧/The new Martin Luther King Park: south part (图片版权/Copyright: ©Arch. Marcello Bozzarelli)

6 公园的对角线路/The diagonal lane of the park (图片版权/Copyright: ©Author)



The regeneration of inner-city rail station areas is never an easy task, as has been witnessed in many European cities since the 1990s. Famous cases of regeneration such as King's Cross in London and the Central Station area in Berlin, together with the more controversial cases of Rotterdam Centraal and Stuttgart, suggest how complex and unpredictable the process can be. This is due to the presence of many competing private and public actors, uncertain costs and benefits of the transformations, and an increasing and crucial role played by the civil society. The case of the regeneration project of the ZAC (*zone d'aménagement concerté*) Clichy-Batignolles in the 17th *arrondissement* of Paris is no exception. However, now that the project is in an advanced state of construction it is becoming apparent that it will probably be one of the most successful cases of inner-city regeneration in Europe. The goal of this

brief presentation will be to outline the motives behind this success, showing how a potentially conflictive and underused site has turned into a unique opportunity for transforming the image of the northwest sector of Paris.

The area affected by the regeneration is located in the former railway station area of Gare Saint-Lazare between the historic *Hausmannian* fabrics of Batignolles and the ring road (*Périphérique*) of Paris. It was previously used for logistic purposes but then gradually abandoned. The interest for regeneration began during the preparation of the 2012 Olympics bid, as this area was then designated to host the Olympic Village. However, when the Games were later granted to London in 2005, the team in charge of the master plan (urban planner François Grether, landscape architect Jacqueline Osty and the engineering firm OGI) was asked to develop a

proposal for a new mixed-use neighbourhood of 54 hectares, for almost 3400 new households (50% allocated for social housing with the presence of 10 hectares of green space). The project was, since the beginning, conceived as a way to experiment with the new season of participation introduced by the Mayor Bertrand Delanoë for big urban projects and, in fact, the public consultation (*enquête publique*) has been determinant. One of the main concerns of local citizens was the lack of infrastructural support, particularly regarding the congestion of the existing Parisian subway Line 13. As a result of tense negotiation, the city approved the extension of Line 14 in 2009 to release the traffic and support the allocation of the expected 6500 inhabitants, once the project is completed.

Besides the adopted urban planning process, many other factors actively contribute to the



7 旧谷仓的再利用/The reuse of an old warehouse ( 图片版权/Copyright: ©Arch. Marcello Bozzarelli )

8 保留的铁路/Remnants of the old rail ( 图片版权/Copyright: ©Arch. Marcello Bozzarelli )





successful result of Clichy-Batignolles. The recent completion of the park "Martin Luther King" has created a new centrality in the area where remnants of the old rails have been used to design a hub of pedestrian connections for the entire neighbourhood. The landscape intervention provides great quality for the entire area, and the park is already fully used for sport activities and leisure time. The project acknowledges the memory of the area by preserving some old railways structures and redefining the role of some historic sites. For example the walls of 1842 (*Mur du Bastion*) or the *Magasins des décors de l'Opéra de Paris*, realised by Garnier in 1898 and later transformed into a theatre, which hosts today performances of the famous brother theatre of Opéra. The entire development process (still ongoing) has been divided into several distinct architectural interventions for residential

and tertiary uses. Open public competitions can ensure a diverse contemporary architecture landscape. Finally yet important, the massive project of the new courthouse of Paris (Palais de Justice), has been granted by the Renzo Piano Building Workshop. The building (160 m in height, 38 floors, and expected to be completed in 2017) will form the north boundary of the entire intervention. This is going to be another contemporary landmark for Paris, along the *Périphérique*. By walking through the park, one can experience both a new catalogue of contemporary architecture, which is materialising, and the *haussmanian* Paris in the backstage. It is once again an example on how this city can reinvent itself without denying its past. □



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9 公园入口的居住建筑/The residential buildings at the entrance of the park ( 图片版权/Copyright: ©Arch. Marcello Bozzarelli )

10 未来巴黎法院将成为城市新地标 ( 建设中 ) /The future Paris Courthouse as a new city landmark (under construction) ( 图片版权/Copyright: ©L'autre image, Labtop et Lansac, 图片来源/Resource: Marie de Paris (2015), Clichy-Batignolles. Paris N/W 2015. Available at: <http://www.clichy-batignolles.fr/english> )